

PIREPS

A bi-monthly newsletter for Nebraska pilots and aviation enthusiasts



'Encourage and Facilitate the Development and Use of Aviation in Nebraska'

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15th NE Aviation Symposium

This was "the winter event" for aviation in the State of Nebraska! It combined the NE Aviation Conference and the Aircraft Maintenance Seminar into four days of forums, guest speakers and banquets with information for pilots, maintenance technicians and anyone else interested in aviation.

An AOPA Safety meeting, presented by Jeanne Willerth, started the symposium with the topic of "Say It Right! Radio Communication in Today's Airspace". She gave straightforward advice for coping with common pitfalls for VFR and IFR operations, communicating in an emergency, and dealing with challenges at towered and nontowered airports. Bill Hamilton, AOPA's Central Region representative also attended.

Thursday morning began with introductions by NE Aviation Council President, Dr. Mike Larson followed by remarks from the NE Department of Aeronautics Director, Stuart MacTaggart. MacTaggart then introduced Henry Ogrodzinski, President and CEO of the National Association of State Aviation Officials; George Hendon, Manager, Airports Division FAA Central Region and Jamail Larkins of the National Business Aviation Association. Both Ogrodzinski and Larkins addressed the issue of "user fees" for general aviation use of the Air Traffic Control system (ATC) and how the present system of



Jamail Larkins, George Hendon, Henry Ogrodzinski

aviation fuel taxes has worked well for funding of the ATC and should continue to do so in the future. Hendon commented that FAA funding is uncertain primarily due to the Congress' Continuing Resolution which expires February 15th. He did not address "user fees" as such but indicated that FAA Administrator Marion Blakey had come out for them. After a "friendly" forum discussion, MacTaggart provided "induction" certificates for each of them into the Great Navy of the State of Nebraska and presented them with hats emblazoned with the USS Nebraska, which is in reality a US Navy submarine.

Rodger Bodkte, Columbus FSS, gave a presentation concerning Flight Service Stations (FSS). After June 18th, Columbus FSS will close and all Nebraska calls to FSS will be routed to Columbia, MO between the hours 6am to midnight with the overflow going to Ft. Worth, TX. The number of FSS will be reduced from the current 58 to three hubs and 17 sites across the US while the 1900 specialists now available will be reduced to 1000. The telephone number we've all used for FSS (1-800-WX BRIEF) will still be available with 1-877-4 TIBS WX for the Transcribe Information Broadcast System and 1-877-4 US NTMS for NOTAMS. The present contract with Lockheed Martin to provide FSS services is renewable in five years. Roger was optimistic that the new service will work very well!

The luncheon and Friday evening guest speaker was Greg Feith, a former NTSB accident investigator. Greg provided a glimpse into the realm of accident investigation which was extremely interesting. He was able to appropriately provide both pilots and maintenance technicians with the things to watch out for and eliminate that promote aviation accidents. Thursday evening's banquet speaker was world famous aerobatic pilot, Sean Tucker. Sean provided videos of his aerobatic routines, many of which have never been duplicated. In one instance while flying with a student, the propeller left the aircraft! An uneventful landing followed but the facial expressions of the student were hilarious. Sean said: "Prepare for each flight as if your life depended on it and leave your ego on the ground! In the words of Bob Hoover, "Fly the airplane as far into the crash as you can." Sean has over 20,000 hours flying time, mostly in aerobatic aircraft.

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Symposium: Comraderie & Business

"They don't do this sort of thing in California." These were the words of Sean Tucker—perhaps this country's leading aerobatic pilot—in reference to our recognition banquet, culminating the 2007 Aviation Symposium at Kearney. "They don't honor their aviators and managers for their accomplishments like you do here in Nebraska." Too bad, as the comraderie of aviation is almost universal. This issue of PIREPS highlights these special people as well as our premier aviation communities. Congratulations! It was our honor to share the evening.



Stuart MacTaggart
Director, NE Dept of
Aeronautics

While Sean and the honorees were the stars of the evening, the day was filled with workshops, special presentations and panel discussions. The experts were here: safety, medical, airports, navigational aids, flight examiners, etc. The common denominator that ties all this together is presently being addressed in Washington. It's FAA's reauthorization legislation. And, as FAA's George Hendon points out, "authorization" and "funding" are two different issues. Just how FAA is funded affects you—the pilot, the FBO, the community. So, the larger question, as posed by NASAO's CEO, Henry Ogrodzinski, is: are we prepared to adopt "user fees" for FAA services? While few people question the need to modernize our air traffic control system, the airlines and general aviation organizations have different views, regarding funding sources. Add a new Secretary of Transportation to the mix, and there is strong advocacy for a new funding mechanism. I encourage you to study the issues and voice your thoughts.

Meanwhile, thanks for the Nebraska compliment, Sean. Whether we're flying a bug-smasher or a Boeing, we share the same enthusiasm and passion for flying.

Fall Down, Go Boom??

By Scott Stuart



Scott Stuart

Ouch!!! That was the result of my serious slip and fall in Minnesota this past fall. No fair, as I was just minding my own business exiting my truck when, boom, down I went like a ton of bricks!! I landed smack on my bottom and bounced, ending up face down on the ice! Bruised, but luckily not broken, I am still on the mend 5 weeks later.

Ice is a bad thing, unless it is for a shaken, not stirred, martini, and for sure a bad thing in the sort of aircraft we fly. Sneaky stuff, that ice. It will slow you down, reduce rates of climb, spoil lift, enhance tail stalls when you least expect it, and worst of all perhaps, very difficult to predict. 'Tis a slippery slope, ice!!

By now you may be wondering if there is a point to this, and the answer is a slam dunk! Yes, I should probably be calling Val about this to find out if what I am about to write is even legal, but, I suspect it is or my CFII would not condone or have taught it to me!!! I call it simply, the "Slam Dunk" approach.

Winter flying is so neat, generally cool, smooth, and when on top of layer(s) and basking in the sun, a great reward for IFR competence. Ah, but therein lies the rub...sooner or later we have to come down, though maybe there is, maybe there is not, serious ice. Imagine this clearance when you are cruising at 7000': "Ice catcher 12345, you are cleared for the approach to KXYZ, maintain 3500' until established on a published portion of the approach." Swell, the tops are 6000', so what next??? Descend to 3500', 10-15 miles from the FAF and maybe find yourself with a load of ice and building more?? I think not, I think "Slam Dunk". That is, I hang around on top, get established on the final approach course, and configure the plane for a quick, descent to the MDA. Then, once I am over the FAF, down I come, quick and dirty, thus negating the chance for enough ice to do harm, 99.9% of the time. The approach is still stabilized, just steep. Never try this if the airport is below minimums as you may ice up, have to miss, and then what??? But, if the airport is above minimums, this works, and lessens the time in icing conditions. Ask your CFII about this and if he/she agrees, practice it. It may save your bacon, and keep from wrinkling perfectly good aluminum!

It is one thing to hit the deck while exiting a truck, quite another while coming down in a plane. Falling from the truck all I got was a sore "bum", and a good laugh from my Mrs. Falling from the sky due to ice, you will get nothing and the Mrs. gets a visit from the life insurance agent. Again, I think this concept is not part of the PTS for the instrument rating, but it sure works for me and safer than exiting a truck on ice!

Maybe I should change the title of this story to: Go down, No boom!!!!?

Wheels down and locked??

New Pilots and Certificates

Sean Cahill – Beatrice
Mark Kobussen – Bellevue
Jeffrey Kasselmann – Imperial
Timothy Cole – Lincoln
James Mailliard – Omaha
Jon Ayers – Cairo
Michael Sesto – Omaha
Anna Nishimura – Kearney
John Noah – Papillion
William Pospichal – Elkhorn
Matthew Maassen – Bellevue
Matthew Skretta – Lincoln
Ryan Hamburger - Harvard

Private



John Hall – Lincoln
Patrick Schmitz – Albion
Erik Person – Denton
Nicholas Byrd – Bellevue
Jeffrey Brands – Wahoo
Annette Kasselmann – Imperial
Kurt Franklin – Grand Island
Kevin Murray – Lincoln
Akin Yonamine – Springfield
Bradley Allen – Omaha
Larry Forman – Ralston
Duc Thien Nguyen – Omaha
Mark Marty – Papillion

Instrument

Daniel Ward – Denton
Bryan Miller – Lincoln
Marcus Van Linden – Omaha

Pablo Branco – Lincoln
Aaron Carr – Omaha
Sean Cappel – McCook

Commercial

Pablo Branco – Lincoln
Daniel Omara – Lyons
Joseph Gustafson – Omaha

Joel Young – Thedford
Brian Devoss – Council Bluffs, IA

Multiengine

Troy Hilligas – Hampton
George Morrissey – Omaha

Pablo Branco – Lincoln

Flight Instructor

Mason Rothwell – Hyannis (ME)
Michael Gerdes – Lincoln (Instrument)

Jason Lammers – Hartington (SE)

ATP

Brett Teten - Omaha



A Problem With Numbers

By Thomas Gribble



Thomas Gribble

This is my sixth and final trip to Greenland. And nearly my final trip to anywhere! I am the pilot in command (PIC). The second in command (SIC) has made three or more Greenland sojourns already. This is, though, the initial venture to the glacier-clad island for our third pilot. We are all type-rated and flight-check PIC qualified in

our Allison powered turboprop Convair 580.

The Anchorage office has been doing the nav-aid flight inspections at the two Air Force bases on the top of the world for two years now. Commercial transportation to and from Thule AFB, approximately 808 nautical miles (nm) from the North Pole, is limited. Sondrestrom AFB, 666 nm to the south and sitting nearly astride the Arctic Circle, is somewhat better served, with two SAS flights each week and more frequent Air Force visitations.

This sparsity of alternate means for reaching these bases dictates we use three pilots on the trips. We also take at least one of our mechanics with us, along with a fairly large fly-away box filled with spare parts and the tools of his trade. Should a mechanical problem arise or a pilot get sick, we don't want to be grounded for a week or two while awaiting the arrival of relief or help.

The Convair is a two-pilot plane, so we rotate through the seats. When the third pilot is in the left seat, I'm in the right seat, and when I'm sitting in the left seat the SIC is to my right. This morning the SIC will be in the pilot's position and the third aviator will occupy the co-pilot's chair. The task of establishing the mission profile, then, is theirs.

We will be flight checking the Thule TACAN today. One of the items will be a coverage check. This will require us to fly a forty nautical mile orbit around the antenna at 1,000' AGL, ensuring there is a continuous signal at the minimum reception altitude.

In the States we use Sectional Charts for this portion of our flight checking, but there are none for Greenland. We do have topographical charts of a suitable scale, but other than showing the location of airports, they are lacking in aeronautical detail. We have no choice but to use this chart, first plotting the location of the TACAN, then determining the proper altitudes to fly throughout the orbit.

As they plot the circle I caution them the terrain rises rather precipitously just past water's edge. I point to the contour lines, which are closely spaced initially when moving inland before settling into a more gradual ascent in the interior. They seem slightly annoyed with me, but affirm they will begin a climb prior to reaching the coastline. I acknowledge this with a nod of satisfaction and say no more.

There is but one runway at Thule, with the west end on the

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Winter Check Rides

By Lee Svoboda

Here we are in the winter again and I'm here in Nebraska sharing the experience with you! As normal--Nebraska winters are cold and snowy, with hard starting engines and icing conditions, both on the airplane, runways and taxiways. Either or all can make airplane flying a challenge.



Lee Svoboda

Of course when an examiner is conducting a practical test, the applicant is the person making all the decisions about ice on the airplane, runways and taxiways. Also the applicant is responsible for engine starting. Quoting from the Practical Test Standard (PTS) for engine starting it reads, "To determine that the applicant exhibits: knowledge of the elements related to recommended engine starting procedures. This shall include the use of an external power source, hand propping safety, and starting under various atmospheric conditions." So if an applicant is trying to start an engine at 0 degrees F and the airplane had sat outside overnight and the engine was not pre-heated and he/she cannot get the engine started, that is a failure. Obviously the applicant is not aware of what has to be done to start a light aircraft engine when it is 0 degrees F. In this case the best solution would have been to have the aircraft in a heated hangar over night. However, if that was not done, the engine needed to be pre-heated, first of all so it would start and secondly so the oil would lubricate properly right after the engine was started. **BOTTOM LINE**, if the applicant cannot start the engine he/she fails.

Concerning snow and or ice on the airplane. The bottom line here is **NONE**. If the wing is contaminated with snow or ice and the applicant is going to the fly the airplane without cleaning it off, bingo!! Failure.

Concerning snow and ice on the runway and taxiway, it all depends. If the applicant exhibits good technique in taxiing and does not slide off the runway during takeoff and landing, he/she will probably pass. However, if we end up in the grass and buried in the snow, there is a high probability that he/she will fail the practical test.

Instructors, you must remember that you are responsible for training the pilot applicant to acceptable standards in ALL subject matter areas, procedures, and maneuvers included in the tasks of the appropriate PTS. Pilots that operate an aircraft in cold atmospheric conditions must be taught how to properly start, taxi, takeoff and land when conditions are cold and icy.

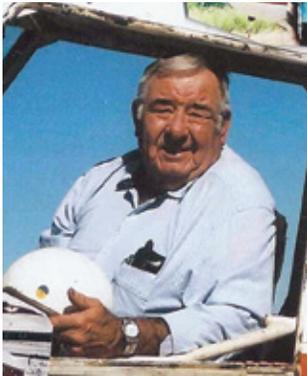
In my last article I discussed getting gray hair while observing stalls. Well, it is not the power-off stalls, as it said, but the power-ON stalls that have given me a few more gray hairs.



Three Inducted Into NE Aviation Hall of Fame

By NE Aviation Hall of Fame

Alfred C. Glaser was born on November 25, 1929, on a small farm three miles west of Spalding, Nebraska. He came from a hard working family of seven children.



Alfred C. Glaser

Glaser began flying lessons in 1942 at the age of 12. He received his private license in 1947 and his commercial in 1950. After making plans to keep his flying service operating, he volunteered for Army Aviation and served in the Korean War from 1951 through 1953, where he operated and maintained helicopters. He was honorably discharged in 1953.

Glaser saw the need for rotor wing aircraft to be added with fixed wing aircraft as a tool in agriculture and took his skills and military background to his business. He was one of the first aerial applicators in the state and the first to use helicopters. The business grew to include aerial seeding, pollination and freeze prevention. Glaser Flying Service Inc. adopted the motto "Crop Care by Air". The business continued to grow with: search & rescue, air ambulance, charter, predator control, fire control, instruction, aircraft sales & service and many new types of aerial application.

For many years, Glaser had a seven state distributorship for the North American Aircraft, which included aircraft sales, service, work with design and test flight of new equipment. He was instrumental in the start of the Nebraska Aviation Trades Association (NATA). He served as their President in 1964 and their Secretary-Treasurer in 1965. Glaser was a test pilot in the first Wide Area Spray Program (WASP), which proved that new generation aircraft could spray 10,000 acres per day with the Federal and State evaluators giving a 100% rating on coverage.

Glaser also holds certificates and ratings of instrument, single/multi engine land, commercial rotor wing and airframe and power plant with inspection authorization. In 1976, Senator J.J. Exon recognized Glaser as a true "Pioneer in Ag Aviation". In 1981, he received the Airman of the Year Award from the Nebraska Aviation Trades Association. Glaser represented Nebraska as the Executive Secretary for the start of the National Agricultural Aviation Association (NAAA). In 2003, Glaser was the recipient of the prestigious Charles Taylor Award which is given for fifty continuous years in aviation maintenance. He has also been honored with the Wright Brothers' Master Pilot Award for fifty years with no violations or accidents. At age 77, Alfred Glaser has spent over half a century as a commercial pilot along with being an STC holder. He is still flying and actively promoting aviation in Nebraska.

Lester K. Glaze

By NE Aviation Hall of Fame

Lester Keith Glaze was born in Kearney, Nebraska on June 15, 1920. His love for flying began when his parents took him and his brother for a ride in a Ford Tri-motor in the early 1930's. Glaze



Lester K. Glaze

entered the Civilian Pilot Training program in 1940. After completing phase one, he was told to report to Omaha for a written test in the fall of 1942. Fifty young flyers took the test but only fourteen passed. He was then sent to Fort Crook (now Offutt Air Force Base) for a physical exam and told to go home and pack and expect a call to duty within a week or so.

Glaze received his pilot wings at Chickasha, Oklahoma, after training in Coffeyville, Kansas with the Wilson-Bonfils Flying School. Glaze was in the Air Transport Command in the China-Burma-India Theater of Operation during World War II. For his service there, he was awarded the Chinese Pilot Wings. He was part of the group that flew C46 and C47 planes over the "Hump". Glaze remained in this theater until December 1945.

As an Air Force reservist, Glaze was recalled to support the Korean War effort as a pilot. Colonel Glaze wears the Distinguished Flying Cross and Air Medal among his many service awards and decorations. He retired from Offutt Air Force Base and is the longest living member of the Offutt Officers' Club.

Glaze was very active in the Civil Air Patrol (CAP) in Central Nebraska. He provided much of his personal resources and time including the purchase and moving of an old rural school to the Broken Bow Airport for CAP meetings, emergency management and communications facility. He and his wife, Maxine, hosted several International Exchange Cadets from Germany and other countries. He also provided service for numerous Aerospace Education training seminars for teachers and CAP members. Glaze also coordinated Air Force airlift flights to further the CAP missions in Nebraska and surrounding states.

Glaze served on the Broken Bow Airport Authority for several years and was primarily responsible for the many upgrades to the airport and terminal services building.

Keith Glaze also served as Chairman of the Custer County Republican Committee, the Hump Pilots Association, the Air Force Association and was a charter member of the Broken Bow Elks.





Henry W. Wulf

By NE Aviation Hall of Fame



Henry Wulf

Henry W. Wulf was born on January 10, 1924 at Falls City, NE. He attended several rural grade schools and graduated in 1942 from Falls City High School. After graduation, he worked as an auto mechanic until being drafted into the U.S. Navy in 1943. After several internal combustion engine schools, Henry was joined by several other specialists to operate a squadron of Aircraft Rescue Boats (ARB's) intended to be

used to rescue pilots and crews from aircraft downed at sea. He was discharged from the Navy in December 1945.

After returning home, Henry helped with the sale and disposition of many horses and mules during the closing of Ft. Robinson, NE in 1946-47. It is now operated by the Nebraska Game and Parks Commission as an historical site used for camping and recreation. After receiving a BS in civil engineering from the University of Nebraska in 1957, Henry was tested and passed the registration requirements for a Professional Engineer.

From the fall of 1951 to March 1960, Henry was employed by HWS Engineering and assigned projects of planning, surveys, pre-construction conferences and project observation on villages, cities, counties and private utility projects that needed upgrading. This wide variety of projects served him well on the planning and construction of water, sanitary sewer systems, storm sewers, electrical distribution systems and electrical vaults on airports. He did preliminary surveys on the extension and renovation of runways and facilities on the conversion of Lincoln Airport from a military airport to public airport. He also served on a survey crew for the United States Air Force and proposed sites to be used for hardened, below ground missile silos in southeast Nebraska. In March of 1960, Henry started working for the Nebraska Department of Aeronautics and in 1965 became Assistant Airport Engineer. In March of 1982, he was elevated to the position of State Airport Engineer.

During his years at NDA, Henry helped to revise the statewide zoning handbook for public airports to control the height of structures in the vicinity of an airport. He also assisted the Lancaster County Planning and Zoning Board in creating regulations to control the height of structures and the use of land in and around the approaches and land immediately next to a general aviation airport registered by the Lancaster County Board and NDA. Henry pushed all airports to update their height restriction zoning and by the time of his retirement, 75% of Nebraska airports were thus zoned.

Henry always thought of how aviation facilities could be improved. He worked with airport sponsors and the Federal Aviation Administration to develop new runways, extend runways and

construct hangars. He planned trips to visit airports all over Nebraska. At each location, he would meet with Airport Authority Boards, City Managers, Mayors or anyone interested in developing the airport. He explained how federal funds could be obtained and what obligations would be incurred.

Henry participated in site selections for new airports and coordinated funding. Several new airports as well as new runways were built across the State because of Henry's tenacity in making things happen. He envisioned a State Airport System which had an airport in every county and within thirty minutes driving time.

In 1985, the Pavement Condition Index (PCI) program was started, which Henry developed. Nebraska was the second state to do this. He understood that if maintenance was not performed, there were not enough funds to reconstruct pavement. He made sure that everyone in NDA's engineering department understood the importance of this and that repairs were a priority. Because of Henry's urging a state team was started to assist airports with maintenance and crack filling. The Seal Coat program evolved at this same time. Under this program, the airport hired NDA (free of charge) to group into one bid all seal coat pavement work so prices were lower. NDA paid 75% of the construction costs and 100% of the engineering costs. This program led to improved pavements and longer pavement life.

State owned AWOS (automated weather observation systems) were installed as a result of Henry's efforts. NDA received an FAA grant, which was unique at the time and seven AWOS's were installed in 1990, shortly after Henry's retirement.

Henry envisioned every airport in the state would have an instrument approach and insisted that zoning regulations be developed for the most critical instrument approaches to all runways. Twenty years after Henry's vision, the FAA has developed a satellite navigation system which can bring instrument approaches to every airport in the state that has clear approaches which meet the instrument criteria. Due to his efforts in airport zoning, many of Nebraska's airports have clear approaches.

Henry was instrumental in developing (with National Geodetic Survey & Nebraska Department of Roads) geodetic control in the airport vicinity consisting of permanent survey marks accurately connected to the National Spatial Reference System (NSRS). This control and the NSRS connection assures accurate relativity between surveyed points on the airport and between these points and other surveyed points in the National Airspace System (NAS). These survey points are Permanent Airport Control Station (PACS) and Secondary Airport Control Station (SACS). Some of the points have local relevance since they are named for local pilots & airport officials.

Henry was State Airport Engineer 24/7 until he retired in March of 1990. During 1960 to 1990 there were 272 state grant projects, 214 hangar loans and 320 federal grants at 73 Nebraska airports. Without Henry's visions and tenacity, the airports in Nebraska would not be what they are today.



Master Pilot Awarded to Two

Alfred Glaser and Harry Barr were both awarded the Wright Brothers Master Pilot Award at the Thursday evening banquet of the NE Aviation Symposium. Glaser's writeup is on page 4 of this issue. Harry Barr's follows this text.

All the qualification requirements and instructions for applying for the award are available online at the FAA's safety website - FAASafety.gov.

"Master Pilot" Harry Barr



Harry Barr

Harry started flying in a Piper J3 Cub in 1954, soloed in a Cessna 140, and said that he had to go around on his first attempt at landing because he thought he was "going too fast". He received his private pilot license in January 1955. His flight instructor, Earl Silvers, told the story that he would send Harry out to do some precision instrument approaches and when he would go out to check

on him he could hear the airplane in the distance doing "loops and rolls".

In 1957, Donald Duncan founded Duncan Aviation and gained a partner in Harry Barr. Harry and Donald had known each other during their growing up years in Clarinda, Iowa. Harry also gave flying lessons to Robert Duncan at the South Omaha Airport in a J3 Cub. He was awarded the 17th Learjet type rating on March 17, 1965, only 7 months after FAA certification. He has ratings in twelve other types of aircraft, has an ATP and is an instructor in single engine and multi-engine aircraft, rotorcraft and also an instrument instructor. Harry has 28,200 hours flying time.

During the summers of 1967 and 68, Harry was in Alaska setting some of the first power poles in remote locations with helicopters. From 1971 to 90, he contracted with the Interior Department, supporting fire, freight and aerial cargo delivery in Alaska.

Harry slowed down a bit when he "retired" several years ago. A close employee gave him some advice, she said, "all you need to do is work half days." He followed the advice all right, he only works 12 hour days now!

Harry has been interested in all facets of aviation achieving 70 parachute jumps and performing numerous airshows with a P51 Mustang and a Hyperbype. He is active in the Midwest Aerobatic Club's events and is a sponsor for their summer contest at Seward's airport. He has been a mentor to numerous young adults helping them further their aviation careers. Congratulations Harry on receiving the Wright Brothers Master Pilot Award.

Central NE Regional Airport, Airport of the Year

Four finalists were selected in the competition for Nebraska Airport of the Year, 2006. They were Central Nebraska Regional Airport, Grand Island; Brewster Field, Holdrege; Jim Kelly Field, Lexington and Tekamah Municipal Airport, Tekamah. Five judges representing General Aviation Operators, NE Aviation Trades Association, NE Flying Farmers and NE Ninety-Nine's deliberated for several days comparing the airports based upon community relations, community support, maintenance and development, innovative activities and an NDA evaluation of the overall pavement condition of the airport. The judges were tasked with considering the community's size when scoring the airports as a larger community would be expected to do more.

The overall winner this year was Central Nebraska Regional Airport (CNRA) at Grand Island, Nebraska. State Senator Ray Aguilar said, "Twenty million dollars worth of capital improvements to the airfield itself has been achieved and completed. All runways, taxiways and ramp areas have been reconstructed in concrete in the last five years truly making the airport one of the finest facilities in the country!"

In the words of Grand Island Mayor, Jay Vavricek, "The NE National Guard Army Aviation selected it as the future home of the 1st of the 124th Air Cavalry Squadron with an official ground breaking set for spring 2007". "The CNRA is a state-of-the-art airport serving Central and Western Nebraska and is known as Greater Nebraska's finest".

The Hall County Board of Supervisors said, "Boardings at the airport are up 18.7% year-to-date over last year. A \$225,000 Security Access Control system for the terminal and administrative offices was completed. The airport also successfully hosted Air Force 1 and Air Force 2 arrivals, which included President Bush and Vice President Cheney. It has also been visited by Senators Ben Nelson and Chuck Hagel, Congressman Tom Osborne, Governor Dave Heineman and other dignitaries. The North Apron aircraft parking area was completed one month ahead of schedule and \$65,000 under budget."

Additionally, CNRA has a top notch fixed base operator in Trego-Dugan Aviation which provides fuel, maintenance, pilot and passenger facilities. They go out of their way to provide catering for corporate and private aircraft, obtain rental cars for business people or provide shuttle vehicles so arriving passengers can make their business engagements on time.

These were just a few of the accomplishments CNRA had during 2006 and for these reasons and others listed in their nomination Stuart MacTaggart and Aeronautics Commission Chairman Doyle Hulme presented the Nebraska Airport of the Year Award to Michael Olson, Executive Director, Hall County Airport Authority, Ken Caldwell, Chairman, Hall County Airport Authority, Curtis Griess, Member, Hall County Airport Authority and Larry Hobbs, Central Nebraska Regional Airport Operations Manager.



Project Of The Year 2006

By Russ Gasper

The NE Department of Aeronautics (NDA) gives state grants and loans for airport construction and planning. The NDA also serves as agent for General Aviation Airports receiving federal grants. 2006 was a very big year for federal projects in Nebraska, 52 federal grants were issued with 46 projects at general aviation airports. The staff at NDA is commended for their efforts during this year; these individuals are Russ Gasper, Anna Lannin, Barry Scheinost, Bob Richter, Justin Strasburg and Barb Atkins.

Many of the 2006 projects were worthy of the award; however, we try to look at the project that really stood out as the best project. In general, the best project is a project that: was completed on-time (this includes all phases of the project from engineer selection through completion of construction), had no major disruption to airport activities, under budget with no major change orders, and was good quality work. With this criteria, no individual is acting completely alone. It is a team effort by the Airport Sponsor, Consultant and Contractor.

This year's winner was a project that: paved approximately 23,000 SY of pavement for the runway, taxiway and apron; the project had no disruptions in aircraft operations; had no major change orders and had a total construction cost of approximately \$1.3 million.

The airport sponsor, NDA and FAA were very pleased with the project and the performance of both the contractor and the consultant. This project illustrates timely responsiveness and excellence by the airport sponsor, consultant and the contractor.

This year's winner was: AIP Project 04 Airport Paving for the Wahoo Municipal Airport; Wahoo Airport Authority: Jay Morrow (Airport Authority Vice Chairperson); JEO Consulting Group: Tom Trumble (Project Manager), Anne Stephens (Project Engineer) and Constructors Inc.: Eric Anderson (Project Manager), Lyle Hayes (Job Foreman) and Kevin Conover (Project Foreman).

Certificate Of Excellence 2006

By Russ Gasper

The Department of Aeronautics recognizes the following project for outstanding performance and high quality work by both the Consultant and Contractor. This project consisted of a 5-inch concrete overlay (white topping) that replaced WWII, 1943, concrete pavement. Both asphalt and concrete options were considered; however, based on the initial construction and future maintenance costs, the concrete option was selected.

This project consisted of: paving approximately 37,200 square yards of concrete; the pavement smoothness index was approximately 1-inch per mile with no grinding; no disruptions in aircraft operations and no major change orders. The total construction cost was approximately \$1.1 million. The NDA, acting as the Sponsor, was very pleased with the project and the performance of both the contractor and the consultant. The consultant produced excellent plans and specifications in a very tight time frame. In addition, the

consultant communicated very effectively with the NDA as to the project status, changes (no matter how minor), and construction phases. The project was completed as planned and with no surprises. The contractor on this project had an excellent understanding of the project. This project illustrates timely responsiveness and excellence by the consultant and the contractor.

This year's winner was Fairmont State Airfield: Tim Krienert Airport Manager, JEO Consulting Group: Tom Trumble, Project Manager and Anne Stephens, Dobson Brothers Construction Co., Matt Martin, and Justin Morrow. The NDA expects this pavement to last 75 years rather than the 63 years for the pavement that was replaced!

"A Problem With Numbers"

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beach and the other pointing at the tall glacier to the east of the field. We have taken off toward the ocean and flown straight out to intercept the forty mile arc at 1,000' MSL, the altitude we'll fly while over the waters of Baffin Bay. Nearing the point of intercept, the left-seat pilot turns 90° to enter a left hand orbit. When we approach the shore he'll begin climbing in clouds that extend down to the surface, keeping in mind the height of the glacier.

There is nothing for me to do up here in front sitting on the jump-seat, and the two driving are both competent Flight Inspectors and experienced pilots, with lots of CV-580 time. Therefore, I feel comfortable leaving them to their duties in the cockpit while I go back to the rear of the aircraft and chat with our mechanic.

We are now a third or more of the way around the circle. Our panel technician mentions he has lost the TACAN signal. Shortly, we in the back hear the hum of our constant speed engines get louder, taking on a note of some urgency. We sense a brisk climb has begun. After a bit I go forward to the wheelhouse and ask what the sudden power increase was all about.

They tell me the topo chart contains some irregularities. They assure me that when they plotted the circle we were to fly, they became cognizant of all the terrain elevations. Now, while flying at an MSL altitude they had, through careful plotting, determined to be 1,000' AGL, the radar altimeter began dropping below 1,000' AGL. Initially, they say, it was presumed to be a glitch in the instrument, but when it hit 200' AGL they nonetheless laid the whip to the Allison and began a maximum effort climb.

Their presumption of a problem with the radar altimeter was based on the instrument making a couple of sharp but short excursions to well below 1,000' AGL earlier as they crossed the peninsula separating Baffin Bay from De Dodes Fiord and then the tip of another peninsula jutting into the sea between that inlet and Sidebriks Fiord.

I ask them what altitude they had been flying. They said they were at 2,300' MSL because the highest terrain between the orbit and the TACAN antenna is 1,251' ASL. I now belatedly point out that in the margin of this topographical chart is a notation that elevations are in "meters". That spot elevation is actually 4,170' ASL, and the highest point along the orbit is 3,609', not 1,100'!

PIREPS

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Calendar of Events

- **York Airport (JYR)**, EAA Chapter 1055 Fly-in breakfast on the 1st Saturday of every month. 0800-1000. Free to PIC.

- **Crete Airport (CEK)**, EAA Chapter 569 Fly-in breakfast on the 3rd Saturday of every month. 0730-1030.

Feb 9 - 11 Heartland Flying Farmers Convention, Grand Island, Howard Johnson Riverside Inn 308-384-5150. 9th - sign in and tours, dinner program, Queen recognition; 10th - morning business meeting, luncheon, tours, evening banquet with awards ceremony, Queen selection; 11th - early morning church service, farewells. More info: Gladys Phillips 402-532-7115.

Feb 12 - 14 NE Aviation Trades Assoc. (NATA) Annual Convention, Grand Island @ Mid Town Holiday Inn 800-548-5542. 12th sign in, luncheon speaker Dr. Max Shauck, Jr., Chairman Baylor Institute of Air Sciences and aviation fuels specialists. UAP Distribution dinner, guest speaker Shane Osborn. 13th Banquet speaker, Captain Al Haynes, United Airlines DC10 pilot of the fated Flight 232 crash in Sioux City July 19, 1989. Must attend the PAASS program on Tuesday and Wednesday to be recertified. More info: NATA at 402-475-6282.

April 21 - State Aviation Art Contest Awards Ceremony, Lincoln Air National Guard Conference room. Three age categories, 1st, 2nd, and 3rd place winners will be recognized. More info: David Morris 402-471-7948 or email David.Morris@aero.ne.gov.

April 27 - 29 The Nebraska 99s are in charge of the 99s South Central & North Central Section Joint Meeting, Lincoln, NE, at the Holiday Inn Downtown. Friday, April 27th: SAC Museum tour

followed by a tour of Duncan Aviation facility, dinner at Duncan Aviation. Saturday: 99s Sectional meetings; tour of Speedway Motors, seminars including "Sharpie" by Diane Bartels and "NIFA Judging" by Martha Norman. Evening banquet. More info: scs99s.org and/or to register, contact Patsy Meyer 402-423-6614 or blueskies@inebraska.com.

15th Annual NE Aviation Symposium *Continued From Page 1*

Other events which took place Thursday included a presentation by Judy Benjamin of Angel Flight, "Giving Hope Wings", a Designated Pilot Examiner's forum and the NE Assoc of Airport Officials meeting, Thursday evening banquet entertainment was provided by "The 1733 Barbershop Chorus". The crowd favorite was their medley of military songs whereby members of the service whose song was being sang, stood at attention.

The Aircraft Maintenance Seminar began Friday morning with Larry Beecherer from the Lincoln FSDO giving introductions and outlining the 10 hours of refresher training for IA's to renew their certificate. Over 200 Maintenance Technicians attended and were provided up to date information on Ballistic Recovery Systems for the Cessna 172/182 and Cirrus aircraft; Cessna "Mustang" landing gear/hydraulic systems; Baron Maintenance issues; turbine fan trim balancing; fuel cell maintenance and "the Aging Aircraft" Roadmap.

The Aviation Maintenance Technician "Diamond" Company awards were presented to Conagra's Aviation Department, Union Pacific's Aviation Department and Elliott Aviation in recognition of their participation in the awards program.